



# Hongkong Daily Press.

ESTABLISHED 1857.



NO. 16820, 號十二百八十六萬一第一 日一十月二年子壬 HONGKONG, FRIDAY, MARCH 29TH, 1912. 五拜禮 城九十二月三年二十百九十一英港香

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Hongkong 16th June 1911. [223]



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M. J. NATHAN  
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Kowloon, 26th March, 1912. [1352]

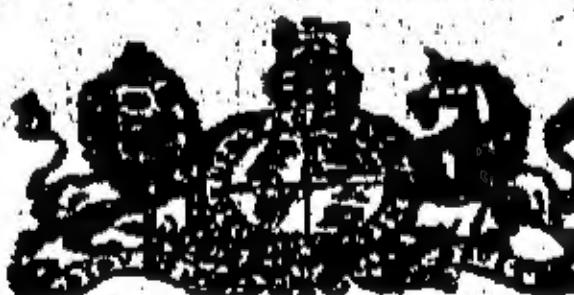
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[364.2]

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[23]

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Correspondents must forward their names and addresses with communications addressed to the Editor—not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, MARCH 29TH, 1912.

BRIEF information is furnished by a Chinese telegram from Peking to the effect that YUAN SHIH KAI intends stationing powerful garrisons in Mongolia and Tibet for protective purposes, and that he further intends to send certain Ministers to govern these territories—at present integral parts of the Chinese Empire. This brief enunciation of China's intentions is creative of much thought and consideration. It will be remembered that the reported action of Russia in according recognition recently to the independence of the Great Khan of Khalkha provoked considerable comment in political circles. The question therefore arises—Is this move on the part of YUAN SHIH KAI the long-deferred response of China to Russia's action in Mongolia? That Japan views with alarm the advance of Russia in this northern territory would at first seem undoubted. The *Osaka Mainichi*, one of the leading papers of Japan, took up strongly the question of Russia's action in Mongolia and caustically observed that the Anglo-Japanese Alliance seemed but a dead letter, in view of such actions on the part of Russia being allowed to pass without protest and unchallenged. It is felt, however, that there is another side to the question. There may be a secret understanding between Russia and Japan, by which each Power gives the other a free hand in respective "spheres of influence." It is more or less common knowledge that Russia has been seeking for some time the opportunity to

extend her influence in Mongolia. At the conclusion of the Sino-Japanese agreement it was stated that Russia made certain demands to China with respect to this territory. The construction of a railway from Tschitschar to Blagoveschensk; the right to work the mineral wealth of Mongolia; the right to make pecuniary loans to the Mongolian princes, were some of the representations made to China by Russia. A Trans-Mongolian line has been mooted for several years; it was first considered by China herself, nearly a decade ago, but realization of the plan was retarded by lack of the necessary capital. The territory of Mongolia, before regarded as a screen, today is considered by the Russians to threaten their extensive territory of the Trans-Baikal. The Sino-Siberian boundary of the Trans-Baikal is the northern border of Mongolia. Under Russian influence Mongolia would seem to stand in the same relationship to the Trans-Baikal as Afghanistan to-day stands towards India—a buffer state. It is learnt from comparatively recent telegrams that the Japanese have considerably strengthened their military guards in their spheres of influence in Manchuria, ostensibly to protect property and life threatened by the fighting between the Revolutionaries and the Imperialists. The question of the partition of the Northern territories of the loosely-constructed Empire of China may be settled somewhat sooner than is generally anticipated. Is Manchuria to be Japan's *quid pro quo* for her recognition of the extension of Russia's sphere of influence into Mongolia? If so, what is China to do? What is to be her attitude? This may be the problem shortly to be faced by YUAN SHIH KAI and his Ministers. Russia and Japan working in secret union will hold a powerful hand. Thoughts such as these are inspired by the strange silence observed by the Government of Japan with regard to the reported doings of Russia in Mongolia. On the other hand, an explanation has been semi-officially published in Russia with a view to showing that an entirely false construction has been placed upon Russian policy. In this *communiqué* it was declared that, "the Russian Government has no wish to interfere in Chinese affairs and cherishes no aggressive designs in Mongolia, but it cannot but be concerned in the restoration of order in Mongolia which is adjacent to Siberia and in which Russian trade has important interests." The statement, nevertheless, showed, and plainly stated, that should Mongolia break her bonds with China, the Russian Government, in spite of all its desire to see the quarrel between China and Mongolia settled, "would be compelled to enter into business relations with Mongolia by force of circumstances."

Russia would view an armed struggle between Chinese and Mongolians as "undesirable in Russia's interests." On the same grounds could a rebellion in Manchuria be encouraged by Japan. The political situation in Mongolia to-day is one that may give rise to a serious impasse.

The French Mail of the 27th February was delivered in London on the 27th March.

Before Mr. Melbourne, a Chinese was fined \$250 for being a member of a Triad society.

The King has been pleased to approve of Mr. Shinoo Imai as Consul-General of Japan at Hongkong.

The following advertisement appears on a butcher's shop in Tokyo:—"Yamu Yagata kills pigs like his father."

A child was knocked down by a tram car in Ewo Street on Wednesday and sent to hospital suffering from severe injuries.

For being unlawfully in possession of a razor blade and four purses, a man was yesterday sentenced to four months' hard labour.

A Chinese woman was on Wednesday knocked down by a ricksha and received injuries which rendered necessary her removal to the hospital. The puller of the vehicle has been arrested.

Falling accidentally through a skylight on the first floor of the Hongkong Hotel, a coolie employed there received injuries to his head and had to be sent to the Government Civil Hospital on Wednesday.

The inferiority of the export of French manufactures to the Far East, and its causes and remedies, was the subject of a lecture at Lyons by M. Fernand Pila, the Commercial Attaché of France in the Far East.

The friends of Mr. C. L. Gorham, who was for many years a resident of Hongkong, will regret to learn that telegraphic news has been received of his death in California. He was at one time chief clerk in the Pacific Mail Steamship Company's office, but since about 1900 he had carried on in Hongkong a Fumigating and Disinfecting Bureau.

Someone made free with the property of two ladies of the Bandmann Opera Co. at Singapore last week. Two gold rings, valued at £12, belonging to Miss Michael, were stolen and 25 rupees in money belonging to Miss Vincent disappeared also.

A married woman living at Pingshan reports to the police that while returning from the market she was attacked by a man whom she knew and robbed of \$60. The man was subsequently arrested, but the police regard the report as a doubtful one.

The master of a salt junk has reported to the police that while sailing out of the harbour on Wednesday morning the s.s. *Onsang* collided with his junk in Lyemoon Pass and damaged it to the extent of \$200. The steamer, he reported, proceeded on her way without stopping.

A telegram has been received at H.B.M. Consulate at Bangkok from Singora to the effect that Mr. R. A. Moor, H.B.M. Vice-Consul there, is seriously ill with fever and dysentery. A doctor from Sri Tamarat was sent for and he returned to his station leaving the patient in a better state of health.

At the Magistracy yesterday the case was concluded in which four Chinese, members of a theatrical company, were charged with assaulting the late L-Sergt. Attewell and a Chinese constable in the execution of their duty. His Worship (Mr. Irving) held there was not sufficient evidence to warrant a conviction and dismissed the accused.

Dumping continues in the Colony. The dead body of a Chinese female was picked up at Yaunati on Wednesday, and the Water Police found the dead body of a newly-born babe on the foreheads at Stonecutters. Death in both cases was probably due to natural causes. A very inhumane instance of dumping was reported to the police yesterday. A Chinese was found dead on a mat near Nipon Terrace in Hospital Road, having evidently been placed there by those who found him on the point of death.

Commander C. L. Lambe has been appointed to the command of the *Alacrity*, dispatch vessel of the China Squadron. Commander Lambe has been connected with the Royal Navy for twenty-three years, and reached his present rank in 1908. He was sub-lieutenant of the gunboat *Magpie* in the punitive expedition, commanded by Sir Harry Rawson, against the King of Benin, for the purpose of avenging the massacre of the British political mission at Benin, 1897, and shared in the capture of that place (Africa medal with "Benin" clasp).

A Chinese who was found a week ago by P. C. Perkins hanging from a door in Bellios School was discharged from hospital yesterday and made his appearance before Mr. Irving at the Magistracy on a charge of attempting to commit suicide. When found by the constable death had almost overtaken the rash act of the defendant, and P. C. Perkins had to apply artificial respiration before he brought him to. The defendant told his Worship that he had no work and no friends and he thought he had better do away with himself. He was remanded until Monday.

The Bandmann Opera Co. open this evening at the Theatre with "The Moths." The *Straits Times* commenting on the repeat performance of this play said:—"Encores were quite as frequent, if not more so than on the first occasion, and the delightful entertainment provided by the company, including Miss Temple, Miss Beech and Mr. Farmer, with the assistance of the mirthful Mr. Frith and Mr. Roberts, kept the opera going until long past midnight. Mr. Frith's "Beauty isn't everything" occupying much time by reason of numerous recalls. Performances of the standard given last evening will maintain a high reputation for Mr. Bandmann's companies and will certainly find favour in Singapore."

There is a Chinese cannon at St. John's gardens, Westminster, and upon the cannon there is a Chinese inscription, which has just been translated for the Westminster City Council. The translation is as follows:—"On the 1st day of the 7th moon of the hsin-ch' on year of Tso Kuang (17th August, 1841) was respectfully founded a Commander-in-Chief for guarding the coast (q. d. cannon), weighing 8,000 catties (about 4 tons 15 cwt. 27 lbs.) and taking a charge of 12 catties (16 lbs.) of gunpowder and 24 catties (32 lbs.) of shot. Made under the superintendence of: The Viceroy of Chihli, Na-erh-Ching-é. The Viceroy's Adjutant, Colonel Shan-ku. The Provincial Treasurer, Lu Fei-Ch'uan. Major of the Rearguard, Liu Cheng. The Provincial Judge, Yo Chen-nan. The Prefect of Pao-ting, Chu Ting." The City Council has decided to give the old cannon the honour of a tablet setting out these honourable facts.

The Victoria Recreation Club propose to hold their annual athletic meeting on Saturday, 20th April, on the Hongkong Football Club's ground.

Mr. G. N. Lewis, of the Empire Hotel, Kuala Lumpur, is the newly appointed Secretary and Manager of the Singapore Club and will commence his duties at the beginning of next month.

## MUTINY AT SOOCHOW.

A Chinese telegram reports a mutiny among the soldiers at Soochow, owing to their pay being in arrear. They set fire to a number of buildings and commenced the looting of shops. The city gates have been closed.

## RUBBER DIVIDENDS.

The Federated (Selangor) Rubber Company, Ltd., pays a third interim dividend of 30 per cent.

The Straits (Bertram) Rubber Co., Ltd., pays an interim dividend of 5 per cent. making 23 per cent. for the year which ends with March 31st.

## R. H. K. Y. C.

## SATURDAY'S RACING.

The Handicap Class and the One-Design Class sailed the 11th Club race on Saturday last in fine weather. Six boats competed in the former, viz.: Dione, Iris, Kathleen, Rolla, Dorothea and Colleen.

With the exception of the last-named all got a good start. The course was Channel Rocks (port), Cust Rocks Buoy (port), Channel Rocks (star.), Cust Rocks Buoy (port) and Meyer's East Buoy (port), in all 8 miles.

Dione rounded the Channel Rocks first, closely followed by Iris, Kathleen and Rolla, which order was maintained to the Cust Rocks Buoy. On approaching the Channel Rocks the second time Dione was badly broken off and lost considerable time thereby.

The times were:—

	Actual.	Corrected.
Dione	3 45 21	3 45 21
Iris	3 48 24	3 48 24
Holla	3 47 6	3 45 6
Kathleen	3 49 20	3 44 49
Colleen	3 52 5	3 47 25
Dorothea	3 52 23	3 47 3

In the One-Design Class five boats started, viz.: Ailsa, Halcyon, Bonito II, Daphne and Alannah II. The course was Channel Rocks (port), Kowloon Rock (port), Mark Boat on starting line (port), Channel Rocks (port) and Kowloon Rock (port), in all 8½ miles. Ailsa secured an

The times were:—

	Times.
Ailsa	4 14 2
Halcyon	4 16 9
Alannah	4 16 40
Bonito	4 16 49
Daphne	4 18 33

The dinghies did not start.

## COLLISION OFF DOVER.

## NARROW ESCAPE OF A CHANNEL STEAMER.

A very serious collision, fortunately with no loss of life, occurred on the afternoon of the 1st inst. between the mail steamer *Le Nord*, crossing from Calais to Dover, with the passenger and mail service, and the London steamer *Lockwood*. Both vessels were extensively damaged, but the mail steamer sustained by far the gravest injury, and was leaking so badly that she ran up signals for urgent tug assistance.

The *Nord* had on board 286 passengers, the majority of whom were English people returning from the South of France and Switzerland for London and the North. In addition she was carrying a very heavy mail. The colliding steamer *Lockwood* was deeply laden and was bound up-Channel.

The collision occurred in quite clear weather, between three and four miles of Dover, and a little to the eastward of Dover Bay. There was half a mile of

wind from the south-westward at the time, and a very heavy sea was running. The accident was witnessed from the look-out stations at Dover, and as it was followed by urgent distress signals from the mail packet tugs and motor-boats were soon racing away from the harbour to render assistance. The *Nord* and the *Lockwood* came slowly ahead towards Dover harbour just before the collision, and the extensive damage they had both sustained was soon apparent. They were both low down by the head. The tug *Lady Grindall* came up with the damaged mail steamer just off the eastern entrance of the harbour, and at once got her in tow. With pumps going the partly water-logged vessel was towed alongside the Prince of Wales Pier, at a point half a mile nearer shore than the usual Channel steamer's berth.

A great gaping rent had been torn in the ship's side, and across her deck just forward of the port paddlewheel. The bows of the *Lockwood* had struck in the angle of the junction of the paddlewheel and the hull, crashing right through the plates. The deck was badly torn up, the damage extending almost across to the funnel. The gap was six feet wide, and as it went down well below the water-line it admitted a great deal of water.

Inquiries amongst the passengers and others who had crossed by the steamer show there was nothing approaching a panic. Three of the passengers, however, in the excitement of the moment, jumped from the mail steamer's bulwarks on to the *Lockwood*, whilst the two vessels were together in the collision. The *Lockwood*'s stem was cut away and forced back several feet by the force of the collision. The *Lockwood* was on a voyage from Penarth to Rotterdam with a full cargo of coal.

Merry Task will be ridden by Trigg. No jockey has been secured for Helot. Additional probables are: Dandydrat, Maher, and Star of Doon, Crisp.

## TELEGRAMS. TELEGRAMS.

## [THROUGH REUTER'S AGENCY.]

## THE COAL STRIKE.

## THOUSANDS RETURNING TO WORK.

## LONDON, March 28th.

In the House of Commons the Right Hon. Mr. McKenna assured the House that adequate protection would be given to those who were willing to return to work.

To-day over four thousand are working in the pits.

The miners' leaders are leaving London for various districts.

The ballot will be completed by the 3rd April. The Federation make no recommendation how to vote.

One hundred thousand people receive meals daily in the Potteries.

## CANTON.

[FROM OUR OWN CORRESPONDENT.]

March 27th.

## DEPARTURE OF BRITISH TROOPS.

Yesterday in very heavy rain the officers and men of the K.O.Y.L.I. and R.G.A. who have been quartered on the British Concession for the past three months embarked on board the *Kinshan* for Hongkong. In the evening before the ship's departure the men were lined up on the boat deck when the Consul-General addressed a few terse words of thanks to them for the manner in which they had upheld the best traditions of the British Army by their work and behaviour during their to a certain extent monotonous stay on the island. Commander Veal and Major Paul also addressed the Company and complimented them on the efficient manner in which everything had been done during their three months' stay in Shemeen. Quite a large number of residents found their way down to the steamer to bid good-bye to the officers, Captain Warden, Lieutenants Kirkpatrick, Sheldon and Collins, who were very popular and whose presence in the social life of the community will be missed for some time. This only leaves on the Island the men of the 12th Baluchis under Major Paul, who are housed in matches on a vacant piece of ground beside the Masonic Club. The departure of the Yorkshires ensures the swimming bath being open for use on the first of next month.

## WIRELESS ON THE "MOORHEN."

The H.M.S. *Moorhen* is at present quartered at Samsui; she set out on Monday. During her last stay here she was being fitted out temporarily with a wireless outfit capable of carrying from Samsui to Canton, which will enable her to keep in touch with the *Clia* all the time.

## DEPARTURES.

Monsieur Goyet, of Arnold, Karberg & Co., left for home yesterday accompanied by his wife.

Captain Thomas of the *Kinshan* has also left for home on leave.

## QUARTERS FOR SOLDIERS IN CANTON.

It has been decided that all the Military at present in and around Canton and suburbs are to be quartered in matches erected at different places outside the North and East Gates. Special officers have been out surveying and suitable sites have been found. This ought to have the effect of preventing any recurrence of the fighting in the city and will also mean that the men will be under better control. Regiments from whom trouble is expected can be quartered near the loyal troops, and so the chance of any rising greatly minimised so long as the majority remain loyal to the Government.

## COMPENSATION FOR DAMAGE BY BOMBS.

Some time ago it was reported that steps were being taken to raise a fund to compensate those who lost property and the relatives of those who were killed in the bomb outrages on October 28th last when the new Tartar-General was assassinated. The matter has been carried through satisfactorily and a sum of \$9,700 has been raised for this purpose by the Committee appointed. The work of rebuilding the houses and shops destroyed by the explosion and by fire is to be commenced immediately.

## LEPERS IN LONDON.

Once more there is a small scare in London because the medical officers have sent in reports to the London County Council that there are thirty or forty known lepers roaming about London streets unshamed and unnoticed by the general public. Last year there was a similar outcry and such authorities as Sir Jonathan Hutchinson—who believes fish eating has a great deal to do with the disease, at any rate in the East—bore out the statement that there were many sufferers from the disease in England, known only to their medical attendants. At present the disease is not included among these complaints—that must be notified to the authorities on heavy penalties. But John Burns, who has been most assiduous in his efforts for the public health—and with marked success—since he became head of the Local Government Board, has it in mind to put leprosy on the list. Hence the reports and the scare of to-day.

## THE SILLY SUFFRAGETTES.

Our ever-present trial, the suffragette section of the "gentler sex," are overdoing it again, and the number of converts they have made to the anti-suffrage cause by their last window smashing orgies would probably give them pause, were they not filled with the frenzy of a own little gang. They are a weird crowd of dupes, bossed absolutely by half a dozen wirepullers in Clement's Inn, who, laughably enough, won't let their members have a vote in the management of their own affairs. This last attack on property showed sheer cussedness, for they sought out the biggest and costliest windows in Regent Street and the adjacent thoroughfares and, whif! bang! smashed them with a wild abandon that would have brought penal servitude to men. And yet Mrs. Pankhurst, the worst of the whole ill-balanced bunch, only receives a two months' sentence. We shall not be able to hear from the defendants this time, anyway, the plea of one of them on a previous

## NEW CALENDAR.

The Postal employees have discovered that under the new reckoning they will lose 12 days' salary compared with the old method, and they are holding meetings to see if they cannot get a corresponding increase.

## ELECTRICITY FOR FATSCHAN.

Another sign of the times is the news that an electric plant is to be introduced into Fatschan at an early date and that the work is already in hand. Fatschan is the largest town within hailing distance of Canton, and this will prove a very great advantage to the residents and make the town more attractive.

## CONDITION OF THE CITY.

Everywhere in the city things are normal and there are not nearly so many soldiers about as last week. All shops and places of business are open and doing trade; traffic on the new bunt is back to its old state. The bullet and shell holes and marks made during the late revolt are being repaired and many signs of the trouble have disappeared. Several bands of soldiers have been disbanded lately, but the numbers are not large and the men are mostly finding their way over to Honam.

## HOME AND CHINA AFFAIRS.

[FROM OUR OWN CORRESPONDENT.]

LONDON, March 5th.

THE ARCHDUKE KARL'S TOUR.

The forthcoming Far Eastern tour of the Archduke Karl, Francis Josef of Austria—second in the succession—is being most carefully planned. He will be away for several months, according to present arrangements, and will enjoy a good deal of sport whenever possible, after the fashion of the Crown Prince of Germany. The Archduke Ferdinand, the Heir-Apparent, took the tour some years ago, and it is regarded as an important part of the education of the future heir to the Austro-Hungarian throne. The Archduke Karl is more immediately important to his country than appears at first sight, for the Heir Apparent is morganatically married to the ambitious Countess Sophie Chotek (now Princess Hohenburg) so unless the scheming woman is able to pull the wires of State with exceeding cleverness, her children will never succeed. Thus it will be the Archduke Karl and his heirs to whom the succession will fall after the militant Franz Ferdinand. The Archduke Karl married recently an eighteen-year-old Archduchess and the Emperor Franz Josef has insisted on her taking her place that early as hostess at the Hofburg—a task she has performed at a diplomatic gathering with a charm that has delighted the old ruler immensely.

## THE PRICE OF PEARLS.

Pearls are going up almost faster than the price of coal, and the dealers state that it is due to a combination of the Indian pearl merchants. Within five years the price has risen fifty per cent. As the demand has increased the shallower depths have been stripped of the bivalves, so now the divers have to go deeper for their gems. A Hatton Garden merchant, whom I asked how to account for the steady rise in prices, said the causes given by the dealers were largely fictitious, for the real thing was the Oriental "corner."

The value of pearls apparently varies greatly "from a penny to £35,000" said the dealer.

occasion that she was "not guilty" and anyway the window was such a little one." A truly feminine comment, that. The worst of it is that our schools are filled with discontented spinster, who fly to suffragettes in default of marriage and imbue the children's minds with teachings of sex-hostility, not merely sex equality. The result is that young school girls are being led to defy authority, and generally to become rampant hooligans under the mistaken impression that they are "emancipated." The only hope is that there will be a reaction. As the *Wall Mail* says, "At first one might have supposed there was the inspiration of a trust of glaziers in this window smashing, but now it is only reasonable to suppose that somewhere in the inner councils of the smashers is a secret but powerful 'anti,' who is leading on her associates to smash every argument they have ever uttered in favour of the suffrage and leave their reputation in every window pane attacked."

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The value of pearls apparently varies greatly "from a penny to £35,000" said the dealer.

## RETIREMENT OF ADMIRAL SIR ARTHUR WILSON.

The retirement of Admiral of the Fleet Sir Arthur Wilson from the Navy removes one of the finest naval strategists of modern times. Admiral Wilson has never enjoyed the limelight to the extent that certain other sailors have done, and, indeed, he has always shrank from, rather than sought, publicity. Many stories in this connection are told. One of the best of these relates how the late King Edward once saw Admiral Wilson during a Court at Buckingham Palace in an obscure corner and obviously much bored by all that was going forward. His Majesty went up to the Admiral and shook him warmly by the hand, expressing regret that he did not attend Court more frequently. "My business is with the fleet, Sir, not hanging about the Court. There are plenty of officers only too willing to do the latter," replied the blunt old sea dog. From time to time he has spoken very emphatically against officers of the Navy, active or retired, rushing into print to air their views. Among his intimates he is called "Tug" Wilson.

## MILITARY AVIATION.

In Army circles there is great satisfaction at the announcement that the Government is about to make an adequate allowance for the development of an aviation corps. Salisbury Plain will provide the accommodation, £20,000 having been spent on the necessary ground. Officers will be trained there for their more advanced instruction in aeronautics, but their initial studies will have to be made in private instruction centres. Up to now France has had a long lead in aviation for military purposes, and the progress there is well maintained, but it is gratifying that there is to be corresponding activity on this side of the Channel.

## PHILIPPINES CITIZENSHIP.

## CITIZENSHIP INTERPRETATION.

Brigadier General Clarence R. Edwards, chief of the Bureau of Insular Affairs at Washington, has advised the acting Governor General of the Philippines by cable that the Philippine citizenship bill, introduced into the House of Representatives by Congressman Jones, passed into law upon receiving the signature of President Taft. The bill passed the House on February 21st.

The new Citizenship Bill for the Philippine Islands, which was introduced in the House by Congressman Jones on January 13th, 1912, amends the act approved July 1st, 1902, providing temporarily for the administration of the affairs of civil government in the Philippine Islands. Section four of the old bill is amended to read as follows:—

"That all inhabitants of the Philippine Islands continuing to reside therein who were Spanish subjects on the eighth day of April, 1899, and then resided in said islands, and their children born subsequently, shall be deemed and held to be citizens of the Philippine Islands and as such entitled to the protection of the United States, except such as shall have elected to preserve their allegiance to the Crown of Spain in accordance with the provisions of the treaty of peace between the United States and Spain signed at Paris, December 10th, 1898: Provided, that the Philippine Legislature is hereby authorized to enact a law by which persons who do not come within the foregoing provisions may acquire citizenship in the Philippine Islands: Provided, however, that the privilege of acquiring Philippine citizenship may not be extended to persons other than natives of the Philippine Islands and other insular possessions of the United States who, under the laws of the United States if residing herein, could not become citizens of the United States."

As regards imports generally, apart from the question of the tariff, there were no very striking changes, with the exception of the large increases in all kinds of fertilisers, and the sudden advance in the import of steamers from S. valued at £23,000, in 1909, and 13, valued at £27,000 in 1910, to 50, valued at £370,000, in 1911.

Many of these are steam trawlers, on which the new duty falls very slightly, as it is levied per ton instead of *ad valorem*,

and the trawling business has developed in a remarkable way in recent months.

There was also a notable advance in the imports of a kinds of machinery, more particularly electrical machinery, and of electric wire.

The Revolution in China had such a marked effect on exports that comparison with previous years is misleading, but here again there were no very great alterations.

The exports of raw silk, silk piece goods, and tea remained at about the same level.

One of the remarkable developments of recent years has been the increased use of bicycles, and also of rubber tyres for jinrikishas. The time may come when there will be a good demand for motor tyres. In spite of the comparative poor ness of the country and of the bad roads and insecure bridges, motoring has made rapid strides in Japan during the last twelve months.

## FOREIGN TRADE OF JAPAN IN 1911.

H. M. Commercial Attaché at Yokohama (Mr. E. F. Crowe) has furnished, under date January 18th, the following information regarding the trade of Japan in 1911:

The value of the foreign trade of Japan (excluding the foreign trade of Formosa and Korea and the trade between Japan proper and Formosa and Korea) in 1911, as compared with 1910, and with the previous record year, 1907, was as follows:—

Imports of Merchandise	1907.	1910.	1911.
£48,805,000	£46,514,000	£52,427,000	
100%	95.3%	107.4%	
Exports of Merchandise			
£40,795,000	£45,017,000	£45,636,000	
100%	110.3%	111.9%	
Total	£89,500,000	£91,531,000	£98,063,000
	109.2%	102.2%	109.4%

Two factors stand out pre-eminently in a review of the trade of 1911, viz., the revision of the Japanese tariff and the Revolution in China. Heavy importation immediately before the coming into operation of the new rates of duty under the revised Japanese tariff caused a large excess of imports in May, and July; but as the exports during the closing months of the year generally exceed the imports, this would to a certain extent have preserved the trade balance. Just, however, when the position seemed to be improving, and a feeling of confidence was being restored, the Revolution in China occurred and upset all calculations. Next to the United States, China is Japan's best customer, and the temporary paralysing of trade by the disturbances was a severe blow to Japan, particularly to Osaka. After the negotiations began at Shanghai matters improved somewhat; but even so, the export trade to China in October and November was valued at only £2,200,000, as compared with £4,150,000 in the corresponding period of 1910, in spite of the fact that the export trade in the earlier part of 1911 showed a considerable advance on that of the corresponding period of the previous year, which would presumably have continued. Nearly every line of business suffered with the exception of such articles as shoes, hats, and caps, and barbers' requisites.

The amount of goods imported into Japan in anticipation of the increased rates of duty was, on the whole, less than might have been expected. The imports from all countries for the three months May, June, and July, 1911, were valued at £13,290,000, as compared with an average of £11,298,000 for the similar periods of 1909 and 1910, an increase of 63 per cent.; the imports from the United Kingdom were 82 per cent. greater, those from Germany 126 per cent. greater, and those from the United States 69 per cent. greater. It would not be fair, however, to assume that the whole increase for these months was due to anticipation of the new tariff.

## RESULTS OF THE INCREASED DUTIES.

The results of the increase of duties were not so great as might have been expected. In the case of textiles it is true that there was practically a complete stoppage of imports after July last, the total value of the imports of textiles and manufactures thereof for the months of August, September, and October being only £120,000, as compared with £1,250,000 for the similar period in the preceding year.

In metals, which were the other main item on which the duties were greatly increased, the new tariff did not make much difference, and imports continued to come in freely. For instance, for the single month of November the values of the imports in 1909, 1910, and 1911 of all metals were £273,000, £392,000, and £399,000 respectively. Moreover, most of the merchants dealing in metals claim to have had a very good year.

As usual, rice was a most important factor in the year's business. The 1910 crop was a very bad one, amounting only to 46,800,000 koku (koku equals 4.96 bushels), as compared with a normal crop of 49,000,000 koku, and the result was, that, in spite of large imports of foreign rice, the price went up in the summer of 1911 to the extraordinary height of over 20 yen per koku (about 8s. 2d. per bushel). This was partly attributable to speculation, and for a time transactions on the principal rice exchanges were suspended, and the Government reduced the duty on imported rice. But as crops elsewhere had also failed, the peculiar phenomenon was witnessed of a large re-export business being done to China with Saigon rice. Fortunately the 1911 crop was a good one. The official estimates put it down as 63,000,000 koku; but it is now rumoured that the actual output may be no more than 49,000,000 koku.

As regards imports generally, apart from the question of the tariff, there were no very striking changes, with the exception of the large increases in all kinds of fertilisers, and the sudden advance in the import of steamers from S. valued at £23,000, in 1909, and 13, valued at £27,000 in 1910, to 50, valued at £370,000, in 1911.

Many of these are steam trawlers, on which the new duty falls very slightly, as it is levied per ton instead of *ad valorem*, and the trawling business has developed in a remarkable way in recent months. There was also a notable advance in the imports of a kinds of machinery, more particularly electrical machinery, and of electric wire.

The Revolution in China had such a

## THE LOSS OF THE "DELHI".

## TEXT OF THE JUDGMENT.

Judgment was given in this inquiry into the stranding of the P. & O. steamship *Delhi* on the coast of Morocco on December 13th, 1911, whereby loss of life ensued. The fourth officer, who was originally a party to the inquiry, was exonerated from all blame at a previous sitting.

## JUDGMENT.

Mr. Hutton answered the questions put to the Court by the Board of Trade as follows:—

(1) The vessel had three Lord Kelvin's patent compasses—namely, a standard compass, a steering compass, and an after-steering compass in the wheelhouse. They were in good order, and sufficient for the safe navigation of the vessel. They were last adjusted on March 18th, 1910, by Mr. R. B. Hutton on behalf of Messrs. Kelvin and James White (Limited), and Hutton, of 11, Billiter-street, London, E.C.

(2) So far as it was possible to do so, the master ascertained the deviation of his compasses by observation from time to time. There was no opportunity on this voyage to ascertain by observation the deviation on south-easterly courses, but the errors on such courses appeared to have been ascertained on the previous voyage, and recorded in the log; and the proper corrections were applied in accordance with the records then available.

## THE SUPPLY OF CHARTS.

(3) The vessel was not supplied with proper and sufficient charts and sailing directions, though charts corrected up to 1911 and sailing directions dated 1910 were at the time published and obtainable. The chart actually supplied and used on the occasion of the disaster was dated 1905, and the sailing directions were those issued in 1900. The "Monthly Current Charts" for the locality in question were not supplied. Material alterations had been made in the more recent editions of both chart and sailing directions.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 12 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## ROYAL GEORGE HOTEL.

HAIPHONG ROAD, KOWLOON.

TELEPHONE NO. K.3.

In future SPECIAL DINNERS will be served every SATURDAY and SUNDAY. Indian Curries a feature. No extra charge will be made on the usual prices. Chits will not be accepted. Early application for tables will oblige.

M. J. NATHAN,  
Manager.

Kowloon, 27th March, 1912. [513]

IN THE MATTER of the COMPANIES ORDINANCE, 1911,

and

IN THE MATTER of the PARIS TOILET COMPANY, LIMITED.

(IN LIQUIDATION.)

NOTICE IS HEREBY GIVEN that the FIRST MEETING of Creditors of the said Company will be held at the offices of Messrs. PERY SMITH, SETH and FLEMING, No. 5, Queen's Road Central, First Floor, on THURSDAY, the 25th Day of April, 1912, at 12 o'clock NOON.

Dated this Twenty-Sixth day of March, 1912.

J. HENNESSEY SETH,

Liquidator.

[514]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"LIGHTNING,"

Captain F. M. Austin, will be despatched for the above Ports on TUESDAY, the 2nd April, at 1 P.M.

For Freight or Passage apply to

DAVID SASOON &amp; CO., LTD.

Agents.

Hongkong, 23rd March, 1912. [512]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 P.M. of the 30th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASOON &amp; CO., LTD.

Agents.

Hongkong, 27th March, 1912. [512]

WANTED.

A N ENGLISH LADY willing to give her Services as a Lady's Companion or Nurse for Children, in Exchange for Passage either to India or England. Capable.

Apply—

E. O. 675,

Care of "Daily Press" Office.

Hongkong, 27th March, 1912. [501]

KOWLOON-CANTON RAILWAY.

(BRITISH SECTION.)

NOTICE:

NOTICE IS HEREBY GIVEN that from MONDAY, the 1st APRIL, the last Section of the FANLING BRIDGE, Line between SHEE CHUNG AU and SHA TAU KOK will be OPENED for TRAFFIC. Train will be run in connection with the Main Line Trains as previously advertised.

Information regarding freight, etc., may be had on application.

By Order,

H. P. WINSLOW,

Manager.

Kowloon, 27th March, 1912. [505]

THE PARIS TOILET COMPANY, LTD.

(IN LIQUIDATION.)

FOR SALE.

THE BUSINESS of Hairdressers and Barbers as a going concern including Stock in trade, Furniture, Fittings, Fixtures, Goodwill, &c., but excluding Book Debts. Particulars can be had on application to the Undersigned to whom all enquiries and offers should be addressed.

J. HENNESSEY SETH,

Liquidator,

No. 5, Queen's Road Central, Hongkong, 28th March, 1912. [508]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transhipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

## PUBLIC COMPANY

## GREEN ISLAND CEMENT COMPANY, LIMITED.

THE TWENTY-THIRD ORDINARY ANNUAL MEETING of SHARE-HOLDERS in the Company will be held in the Office of the General Manager, St. George's Building, Victoria, Hongkong, TO-MORROW (SATURDAY), the 30th day of MARCH, 1912, at 11.30 o'clock A.M., for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1911, Declaring a Dividend and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY the 21st day of March, 1912, until SATURDAY, the 30th day of March, 1912, both days inclusive.

SHEWAN, TOMES &amp; Co., General Managers.

Hongkong, 14th March, 1912. [456]

## INTIMATIONS

## HONGKONG GUN CLUB.

## NOTICE.

THE GENERAL MEETING will be held on TUESDAY April 2nd, at the GUN CLUB, at 5.30 P.M.

A. P. DASHWOOD,

Hon. Secretary.

Hongkong, 29th March, 1912. [500]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE TRADING CO., LTD.

(IN LIQUIDATION.)

THE CREDITORS of the above-named Company, whether large or small, are particularly requested to attend a MEETING to be held on TUESDAY, the 2nd day of APRIL, 1912, at 4 o'clock, P.M., at the Company's Office at No. 23 (2nd floor), Des Voeux Road Central, Hongkong.

BUSINESS:

To consider a proposal put forward by the majority of the creditors to accept 75 per cent. in full satisfaction of all claims against the said Company.

LAU CHU PAK.

Official Liquidator.

Hongkong, 28th March, 1912. [506]

## HONGKONG CLUB.

## NOTICE.

THE TWENTY-FIRST DRAWING of SIXTY-FIVE DEBENTURES of the HONGKONG Club (1906 issue, \$10000 each) was held in the HONGKONG Club House, on FRIDAY, the 22nd March, 1912, when the following Debentures were drawn for Redemption:

39 367 831 1183 1583

54 372 888 1185 1598

55 402 910 1187 1611

62 412 922 1198 1661

123 464 943 1239 1774

158 495 951 1328 1783

197 537 982 1344 1800

224 585 1059 1351 1818

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"BELOW PAR."

A ROYAL PHYSICIAN'S EXPERIENCE.

"I feel completely done up!" How often does one hear that expression, which means so much to the man or woman who utters it and, as a rule, so little to those who hear it!

It betokens, of course, a condition of mental and physical lassitude, either of which may result from the other and denotes that for some reason or other the individual is "below par" and that his vital forces are not working properly. It may be that the digestion is disordered and he is not able to assimilate sufficient food, or that his excretory organs are unable to keep the blood sufficiently pure, with the result that waste products increase in it and block, as it were, the vital functions in exactly the same way as ashes block a furnace.

It is obvious, too, that, as every function of the body is under the control of the nervous system, if the latter is "below par," the former will, likewise, in time, tend to work sluggishly.

It is equally obvious, therefore, that whether the cause is nervous or physical, this condition of "floppiness" or ennui can be most readily removed by the use of a food which is easily digestible on the one hand and has no waste on the other, while if, at the same time, it directly nourishes the nervous system, its action in bringing about a cure will be even more rapid still.

All these qualities are possessed by Sanatogen, that tonic nerve food the praises of which have been sung by the chief medical men in every part of the world, and by thousands upon thousands of their colleagues everywhere.

Sanatogen's power of digestibility is so great that it is rapidly assimilated. It has been called by physicians "the food which is all food and no waste," and consequently it throws no strain on the excretory organs. Finally, as it contains phosphorus in the exact form in which it exists in the brain and nervous system, it restores them to their highest power of activity, and thus benefits the whole body in the shortest time and most vital manner possible. In his analysis, that distinguished Medical Officer of Health and Public Analyst, Sir Charles A. Cameron, C.B., M.D., F.R.C.P., states:—"Sanatogen contains relatively large amount of organic phosphorus, i.e., phosphorus which is offered to the tissues in exactly the form in which it can be easily absorbed." Sanatogen's value has further been strikingly attested by Dr. Ernest Ott, Physician Extraordinary to His late Majesty King Edward VII., who states:—"In my experience the results of using Sanatogen have been notably good in cases of convalescence after severe illnesses, and also when it was desirable to build up the strength, to stimulate the bodily functions, and to improve the circulation of the blood."

Sanatogen can be obtained at all chemists.

[99-411]

"...ten, or fifteen minutes—the natural digestive processes of Benger's Food are working."

You can regulate this Food in preparation, so as to give the enfeebled stomach, at first almost complete rest; and you can increase, day by day, as health becomes restored, the amount of work left for it to do.

**BENGER'S**  
FOOD

is thus adjustable to individual cases, an advantage that belongs to no other food. It forms with milk a dainty and delicious cream. Infants thrive on it, delicate and aged persons enjoy it.

Every household should possess a copy of "Benger's Food, and How to Make it, and How to Use it, and the Aged," sent free from—

BENGER'S FOOD, LIMITED,  
10, NEW BOND STREET, LONDON, W.1.

Benger's Food is sold in Tins, by Druggists, etc., everywhere.

515-1



#### SHIPYARD AMALGAMATIONS.

EXTENSION OF THE HARLAND AND WOLFF BUSINESS.

Two important shipyard transactions were reported in Glasgow on the 28th ult. The directors of the London and Glasgow Engineering and Iron Shipbuilding Company (Limited), Lancefield-street and Govan, have issued a circular to their shareholders in which they state that they have for some time considered that it would be in the interests of the shareholders to dispose of the undertaking by means of a sale of the shares of the company if a suitable purchaser could be found. Recently they were able to approach Messrs. Harland and Wolff (Limited), Belfast, and they have concluded an agreement with that company under which Messrs. Harland and Wolff agree to purchase the whole of the shares of the London and Glasgow Company from the respective shareholders at a price of £9 3s. net for each £9 share fully paid up.

The purchase is conditional on the holders of a minimum of three-fourths of the total shares issued agreeing to sell their shares. The market price of the shares for some time past has been about £9 per £9 share, fully paid. The directors, knowing the whole position, have no hesitation in recommending the acceptance of the offer. They will do so themselves, and shareholders representing more than half of the capital have already agreed. Assents must be sent in by March 14, 1912, and the purchase price is paid on April 4th.

BARCLAY, CURLE AND JOHN SHEARER.

The other transaction is connected with the firm of Messrs. Barclay, Curle & Co., shipbuilders, Whiteinch, Glasgow, who, it is announced, have purchased the yard and graving dock at Elderslie owned by Messrs. John Shearer and Sons (Limited). Very little work has been done in the yard since the firm rearranged their financial affairs a few years ago. No ships have been built, but the graving dock has been operated fully all the time. Messrs. Barclay, Curle & Co. will develop the business as a shipyard and graving dock, and in association with their already extensive works at Whiteinch, Stobcross, and Govan it may be expected to take on a new lease of life.

#### HISTORY OF THE COMPANIES.

The histories of the London and Glasgow Engineering and Iron Shipbuilding Company and of Messrs. John Shearer and Sons are both of great interest; the former is one of the oldest on the Clyde. The former undertaking has been known under its present name for about 50 years, but it was at first known as the yard of Messrs. Smith and Rodger. The shipyard at Govan was extended greatly during 1910 by the addition of the ground formerly occupied by Messrs. William Beardmore & Co. and earlier still by the famous firm of Messrs. Robert Napier and Sons. The ground, which extended to 91 acres, has been converted into a fitting-out basin in which there is at present completing the protected cruiser *Yarmouth*. The shipyard and works cover an area of over 50,000 square yards, while there are 100,000 square yards of land and buildings at Lancefield-street on the other side of the river.

It is understood that although Messrs. Harland and Wolff have acquired the business work will be continued on the same lines as in the past with respect both to mercantile and Naval contracts.

The firm of Messrs. John Shearer and Sons was founded about the middle of last century by Sir John Shearer's father. Their first yard was at Kingston Dock. Later the firm removed to the shipyard at Kelvinhaugh, at one time occupied by Messrs. Alex. Stephen and Sons, now of Linthouse. There they carried on business for a number of years, and about 12 years ago they acquired the ground at Elderslie where the new dock and yard to which they subsequently removed was constructed, the firm having been previously converted into a limited liability company.

In August, 1907, the firm found it impossible to raise sufficient funds to complete the new works at Elderslie and a meeting of its shareholders was called. At that meeting it was decided that the firm should go into liquidation, and Mr. Charles Kerr, chartered accountant, was appointed liquidator. Since that time the business has been carried on at a going concern, although no attempt has been made to develop the shipbuilding side of the establishment. The yard is well situated for the building of vessels of moderate size. It is understood that Messrs. Barclay, Curle & Co. will enter into possession of the Elderslie yard on March 1st. —*The Times*.

#### ARMY ORDNANCE DEPT.

##### UNIQUE RECORD.

Lieut.-Col. Maurice Spencer, A.O.D., who is promoted to that rank, served for nearly sixteen years in the ranks and as warrant officer in the R.E. Appointed to a commission in the A.O.D. in 1898, he was transferred as a captain four years later to the R.A., on appointment as Ordnance Officer, 4th Class. Promoted to major in the R.A. in 1903 and subsequently retained for permanent service in the A.O.D., he was in 1908 appointed Inspector of Equipment and Stores, Royal Arsenal, Woolwich. His present rank gives him the appointment of Second Class Ordnance Officer, which he reaches at 49 years of age—a unique record.

As a non-commissioned officer of Sappers he obtained his degree of B.A. from the London University, and as a Deputy Commissioner of Ordnance he passed out of the Ordnance College, obtaining the letters p.a.c. to his name. His career is an exceptional one, as no other officer of the Ordnance (Commissioner's Branch) from the ranks can ever hope to enter the portal of the Ordnance College, as the age since laid down for admission prior to the examination excludes the remainder, for none could hope to get through the ranks and warrant service before reaching the age limit.—*Advertiser*.

Some of our readers may remember Lieut.-Colonel Spencer while he was stationed in Hongkong. He left here in 1902 for duty as Ordnance Officer at Esquimalt, Vancouver Island, British Columbia.—*Ed.*

113-5

CHAPOTEAUT'S  
MORRHUOL



Superior to Emulsions or Cod Liver oil.

Each tiny Morrhul capsule represents the medicinal value of a teaspoonful of oil.

Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, patients with consumptive tendencies.

Sold in bottles of 100 Capsules, sold by all Chemists.

113-5

THE HONGKONG DAILY PRESS, FRIDAY, MARCH 29TH, 1912.

# WM. POWELL, NEW VICTOR RECORDS

TELEPHONE 346.

## DRESS DEPARTMENT.

### NEWEST SHADES IN DRESS LINENS.

#### EXQUISITE COLOURINGS

IN

### VOILES, NINONS, CRYSTALLINES, etc.

(ALL NEW SPECIALLY SELECTED GOODS.)

#### MODERATE PRICES.

#### PATTERNS ON APPLICATION.

Wm. Powell, Ltd.,

[52]

### GARNER, QUELCH & CO.,

#### WINE MERCHANTS.

#### DES VŒUX ROAD CENTRAL.

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS  
AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of  
World-wide reputation.

[122]

### When on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

#### Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tonic up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

### Beecham's Pills

Sold everywhere in boxes, prices 9d. (36 pills),  
1/2s (96 pills) and 1s (168 pills).AS SUPPLIED TO THE HOUSE OF  
LORDS AND HOUSE OF COMMONS

### THORNE'S OLD VAT No. 4.

This vat was started by the late Robert Thorne and has been sold as No. 4 since 1831

#### SCOTCH WHISKY.

SOLE AGENTS IN

HONGKONG, CHINA &amp; MANILA

A. S. WATSON &amp; CO., LTD.

[144]

### NAPIER JOHNSTONES'

#### "SQUARE BOTTLE"

#### WHISKY.

#### UNVARIED FOR OVER

#### 150 YEARS.

#### THE SAME TO-DAY AS IN

#### 1745.

#### B E W A R E O F I M I T A T I O N S .

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WIN MERCHANTS.

[62]

FOR EUROPE AND AMERICA,  
INDIA, AUSTRALIA, &c.,  
and for

PRIVATE RESIDENTS AT THE OUTPORTS

A Comprehensive and Complete Record

of the

NEWS OF THE FAR EAST

is given in the

HONGKONG W E E K L Y

P R E S S ,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT

Subscription, paid in advance, \$12 per

annum. Postage \$2 to any part

of the World.

[144]

\$1.20

EACH.

### ROBINSON PIANO CO., LTD.

THOUSANDS TO SELECT FROM.

#### PARCELS ON APPROVAL.

[94]

#### NOTICES TO CONSIGNEES

#### AMERICAN & MANCHURIAN LINE.

#### NOTICE TO CONSIGNEES.

From NEW YORK

#### THE Steamship

#### "MATOPPO,"

Captain W. H. Dornand, having arrived from the above Port, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 30th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamship's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 29th inst. will be subject to rent.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & CO., Agents.

Hongkong, 25th March, 1912. [498]

#### NOTICE TO CONSIGNEES.

#### THE P. & O. S. N. Co.'s Steamer

#### "NAMUR,"

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAIT.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, where each Consignee will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Cons

## BANKS

## BANKS

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... ... £1,200,000  
RESERVE FUND ... ... £1,650,000  
RESERVE LIABILITY OF PROPRIETORS ... ... £1,200,000

FIXED DEPOSITS are received for 12 months at 4 per cent. per annum, and for shorter periods rates are quoted on application.

W.M. DICKSON,  
Manager.

Hongkong, 29th March, 1912. [133]

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... ... £1,500,000  
SUBSCRIBED " ... ... 1,125,000  
PAID UP " ... ... 562,000  
RESERVE FUND " ... ... 365,000

HEAD OFFICE  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Singapore, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.  
Canton, Canton, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.  
Cebu, Colon, Empire, Hongkong, Hankow, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... ... £6,500,000  
about £1,000,000

## INTERNATIONAL BANKING CORPORATION.

Depository of the U.S. Government in the Philippine Islands and the Republic of Panama.

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

## BRANCHES:

Bombay, Calcutta, Canton, Cebu, Empire, Hongkong, Hankow, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED and COLLECTED, MAIL and TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

The Officers of the Bank are bound not to disclose the transactions of any of its customers.

GEORGE HOGG,  
Manager.

9, Queen's Road, Hongkong, 23rd March, 1912. [225]

## NEDERLANDSCH-INDISCHE HANDELSBANK (NETHERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorised Capital FL 15,000,000 (£1,250,000), Paid up Capital FL 12,401,400 (£1,033,421), Reserve Fund FL 3,252,157,01 (£271,013)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS

THE WILLIAMS DRAGONS BANK,

SWISS BANKERS.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates:

12 months 4% per annum.

6 " 3 1/2 " do.

3 " 3 " do.

C. WOLDRINGH, Manager.

No. 8, Des Vaux Road Central, Hongkong, 15th August, 1909. [223]

HONGKONG SAVINGS BANK.

THE Business of the above Bank conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.

INTEREST on deposits is allowed at 3% per cent. per annum.

Depositors may transfer at their option balance £100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

N. J. STABE,  
Chief Manager.

Hongkong, 24th January, 1911. [22]

## GRAND HOTEL.

Mr. H. Graham Barker Mr. F. P. Lanfester

Mr. & Mrs. Bartlett and Miss Lloyd

family Mr. & Mrs. Leyton

Lieut. & Mrs. Bedler Mr. & Mrs. Leonard

Mr. & Mrs. Bensom Mr. G. McCormick

Mr. J. M. Burns Mr. H. Metha

Mr. R. G. Connelly Mr. T. Myall

Mr. & Mrs. A. B. Crew Mr. E. P. Schmidt

Mr. & Mrs. G. H. Evans Mr. E. L. Ridder

Mr. & Mrs. E. Peterson Mr. E. Quayle

Mr. W. L. Farnell Mr. W. L. Farnell

Mr. & Mrs. G. Florin Mr. J. Forrester

Mr. H. G. Fuller Mr. H. G. Fuller

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## SHIPPING

## ARRIVALS.

CHINHUA, British str., 28th March—Canton.  
DIMA, British str., 4,780, E. P. Martin, 28th March—Bombay via Singapore 13th March; Mail and General—P. & O. S. N. Co.  
HAIMUN, British str., 641, A. H. Stewart, 28th March—Swatow 27th March; General—Douglas, Lapraik & Co.  
HITACHI MARU, Japanese str., 4,163, T. Yamawaki, 27th March—Singapore 22nd March; General—Nippon Yusen Kaisha.  
KUOKHAN, British str., 28th March—Canton.  
KIRIN MARU, Japanese str., 2,356, M. Dizuchi, 28th March—Kobe via Moji 20th March; General—Nippon Yusen Kaisha.  
LIGHTNING, British str., 2,122, Austin, 27th March—Calcutta 22nd March; General—David Sassoon & Co.  
NINGCHOW, British str., 5,836, Jas. Millenich, 25th March—Singapore 23rd March; General—Butterfield & Swire.  
SHISETORO MARU, Japanese str., 2,478, K. Muto, 28th March—Moji 22nd March; Coal—Osaka Shosen Kaisha.  
SIGNAL, German str., 907, J. Trusen, 28th March—Hiohiong 27th March; Rice and Pigs—Jensen & Co.  
TIRAPAN, Dutch str., 4,603, J. P. Scholten, 28th March—Amoy 26th March; General—Java-China-Japan Liner.  
ZAFIRO, American str., 1,480, M. C. Smith, 28th March—Manila 25th March; Hemp—Shewan, Tones & Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.  
March 28th.  
DELA, British str., for Shanghai.  
FATCHANG, British str., for Amoy.  
HAIMUN, British str., for Swatow.  
HITACHI MARU, Japanese str., for Kobe.  
LOCKSMAN, German str., for Hiohiong.  
NEWCASTLE, British cruiser, for Shanghai.  
SACHSEN, German str., for Shanghai.

## DEPARTURES.

March 28th.  
CHINHUA, British str., for Shanghai.  
GLENVALLOCH, British str., for Singapore.  
GLENFARO, British str., for Shanghai.  
HONG BEE, British str., for Amoy.  
KAIKUO MARU, Jap. str., for Saigon.  
LUCHOW, British str., for Amoy.

## SHIPMENT REPORTS.

The British str. *Hainan* reports: Light air, dense fog, and smooth sea.  
The American str. *Zafiro* reports: Fine and clear, smooth sea until 22 miles from Wagan set in foggy.

The British str. *Delta* reports: Light N.E. winds to the Paracels; thence to port, light S.E. winds, and slight N.E. well throughout, very fine weather, except for a heavy thunderstorm off Pulo Sapato.

Per *Haimun*, from Swatow, Mr. and Mrs. Ramsey and child.

Per *Zafiro*, from Manila, Miss Kreuz, Mr. W. Murray, Mr. T. Kawakami, Mr. and Mrs. W. Ginnis, Mr. J. Mirriles, Mr. S. Hulme, Mr. S. Yamada, Mrs. Edwards, Mr. Galbreath, Mr. J. Comins, Mrs. A. T. Bell, and Miss T. Bolley.

Per *Hitachi Maru*, from Singapore, Mr. C. H. Buckingham, Mr. H. G. Robinson, Mrs. M. Stephen and 2 children, Mrs. L. Green, Miss M. Colville, Miss H. Duran, Miss Grey, Miss M. Clarke, Miss F. Stacey, Capt. R. H. Crake, Mr. J. B. W. Penneyman, Mr. S. Hadano, Mr. N. Okuda, Mr. C. J. Sacchi, Mrs. C. J. Sacchi, Mr. D. Gibb, Mr. A. Carlton, and Mr. M. Oyamada.

Per *Delta*, for Hongkong, from London, Lieut. T. A. Rudge, Miss L. Leyburn, Comdr. C. Seymour, Mr. M. C. Clarke, Messrs. T. and A. T. Roberts; from Marseilles, Mr. J. Braga, Capt. Leatham, Lady, Miss and Mrs. Salvesen, Capt. and Mrs. Richards, Mr. Ritter; from Port Said, Lieut. M. M. Waterlow, Mr. and Miss C. Heath, Mr. van T. Smith, Mr. P. Smith; from Bombay, Mr. T. W. Brownrigg, Mr. R. Barlow; from Colombo, Mr. W. Craig, Mrs. Perry, Mr. and Mrs. Ewing; from Penang, Mr. E. Lee; from Singapore, Mr. J. F. Zimmerman, Mr. W. S. Godward, Mr. Boyd, Mr. Holland, Mr. Harrison, Dr. Deyson, Dr. Schuster, Dr. Muller, Mr. Maxwell, Mr. Higginbotham, Miss D. Compigne, Mr. Theodo and Mr. A. Hagare.

DEPARTED.

For *Hitachi Maru*, for Japan, Capt. Dennis Mr. S. Matsui, Mr. S. Suzuki, Mr. N. Hayashi, Mr. S. Yamada, Mr. S. Habu, Miss C. Wood, Miss M. Simon, Mr. and Mrs. C. F. McWilliams, Miss McWilliams, Mr. K. Hoketsu, Rev. M. Hioki, Rev. T. Kuruma, Mr. H. Theologa, Mr. Nazare Aga, Mr. K. Yenami, Mr. J. Soyama, Mr. M. Yamazaki, Mr. and Mrs. Sterling, Mr. and Mrs. Lockhart, Mr. Kawai, Mrs. Frost, Miss Frost (2), Mrs. Hirota, Messrs. Yukimoto, R. Tange, Konishi, Nagai, M. Naito, Naughton, Kitashima, Arai, Mrs. Yoshiki, Mr. Kawai and Miss Inouye.

## PASSED THE CANAL.

February 27th—Atholl, Benavon, Luetzow, Mattozo, Namur, March 1st—Antiochus, Goeben, Hirano Maru, Ningchow, Polynesia, Sachsen, Segovia, Deike Rickmers, 5th, Flintshire, Ilimaya, Hitachi Maru, Konang S., Nyanza, Baron Innendal, 6th—Aja Aragonia, Atyanan, Bentomond, C. F. Laetze, Gouge, Palawan, Ping Suey, Sydney, 12th—Benarty, Laetze, Persia, Sambia, Madura, 15th—Derfflinger, Erroll, Kleist, Tangu Maru, Ville de la Ciotat, Arcadia, Lovat, 19th—Ersheroq, Frans Ferdinand, Glenstrae, Miyasaki Maru, Moyne, Peshawar, Socotra, Phœnix, Yangtze, 22nd—Calchas, Ernest Simon, Idomeneus, Pathan, Sazonia, Silesia, 26th—Berladi, Borneo, Kawachi Maru, Peking, Priam, Scandia, Sirona.

## ARRIVALS AT HOME.

March 28th—Atholl, Laetze, Sambia, Lovat.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "a," nearest Hongkong "b," midway between Hongkong and Kowloon "c," and those vessels berthed at the Kowloon Wharf "d," together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & BIG	BETH	CAPTAIN	W. B. FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DEVANHA	Brit. str.	W. B. Hickey	P. & O. S. N. Co.	To-morrow, at Noon.	
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	F. J. Fox	JARDINE, MATHESON & CO., LTD.	On 2nd April.	
LONDON & ANTWERP VIA SINGAPORE, &c.	NUBIA	Brit. str.	O. J. D. Ahlers	P. & O. S. N. Co.	About 3rd April.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	Gruen	HAMBURG-AMERICA LINER	On 5th May.	
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	Luenning	HAMBURG-AMERICA LINER	On 31st May.	
HAMBURG & HAMBURG	C. FRED. LABEZ	Ger. str.	Hildebrandt	HAMBURG-AMERICA LINER	On 11th April.	
HAMBURG, BREMEN & ANTWERP	KAGA MARU	Ger. str.	Solmer	HAMBURG-AMERICA LINER	On 10th May.	
MARSEILLES, HAVRE & HAMBURG, &c.	SACHSEN	Ger. str.	M. Hagiwo	HAMBURG-AMERICA LINER	On 10th April at D'light.	
MARSEILLES, HAVRE & HAMBURG, &c.	SITHONIA	Ger. str.	Wagner	HAMBURG-AMERICA LINER	On 27th May.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAOMA MARU	Jap. str.	Kotate	OSAKA SHOSEN KAISHA	On 9th April, at Noon.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	SANUKI MARU	Jap. str.	S. Ishikawa	OSAKA SHOSEN KAISHA	To-morrow, at 1 P.M.	
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	CANADA MARU	Aus. str.		SANDER, WILHELM & CO.	On 2nd April.	
AUSTRIA	KOERBER	Aus. str.		SANDER, WILHELM & CO.	On 19th April at 5 P.M.	
INDONESIA	YUNAMAHIA	Brit. str.	Keady	JARDINE, MATHESON & CO., LTD.	About 2nd April.	
KALOMO	EMPEROR OF INDIA	Brit. str.	V. Davison	THE BANK LINE LTD.	On 11th April.	
MONTEAGLE	MONTEAGLE	Brit. str.	H. S. Smith	CANADIAN PACIFIC R. CO.	On 20th April, at 7 A.M.	
SHINTO MARU	SHINTO MARU	Jap. str.		CANADIAN PACIFIC R. CO.	On 1st April, at Noon.	
CHINA	CHINA	Aus. str.		TOYO KISEN KAISHA	On 9th April.	
KOREA	KOREA	Aus. str.		PACIFIC MAIL S.S. CO.	On 23rd April, at 1 P.M.	
EMPIRE	EMPIRE	Brit. str.	R. O'Sullivan	PACIFIC MAIL S.S. CO.	On 2nd April, at 1 P.M.	
KUMANO MARU	KUMANO MARU	Jap. str.	H. Bremer	TOYO KISEN KAISHA	On 6th April.	
PEINZ WALDEMAR	PEINZ WALDEMAR	Aus. str.	T. Sekine	MELCHERS & CO.	On 10th April at Noon.	
YUNAMAHIA	YUNAMAHIA	Jap. str.	V. D. Jalink	NIKON YUSEN KAISHA	On 9th April.	
YUNAMAHIA	YUNAMAHIA	Jap. str.	V. Liddell	TOYO KISEN KAISHA	On 31st inst., at D'light.	
CHONGSHING	CHONGSHING	Brit. str.	J. B. Harris	JAVA-CHINA-JAPAN LINER	Today, at 4 P.M.	
TSINGTAU, CHEFOO & NEWCHWANG	TSINGTAU, CHEFOO & NEWCHWANG	Brit. str.	G. M. Lake	BUTTERFIELD & SWIRE	On 1st April, at 4 P.M.	
WEIHAIWEI, CHEFOO & TIENTSIN	WEIHAIWEI, CHEFOO & TIENTSIN	Brit. str.	Spencer Wilde	BUTTERFIELD & SWIRE	To-morrow, at Noon.	
SHANGHAI	SHANGHAI	Brit. str.	L. Masses	JARDINE, MATHESON & CO., LTD.	On 31st inst. at D'light.	
KOBE & MOJI	KOBE & MOJI	Brit. str.	C. R. Longdon S.S.R.	MELCHERS & CO.	On 1st April.	
SHANGHAI	SHANGHAI	Brit. str.	Wm. Lloyd Yeo	P. & O. S. N. CO.	On 4th April.	
TSINGTAU, KOBE & YOKOHAMA	TSINGTAU, KOBE & YOKOHAMA	Brit. str.	Butterfield & Swire	BUTTERFIELD & SWIRE	On 4th April, at 4 P.M.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	SHANGHAI, MOJI, KOBE & YOKOHAMA	Brit. str.	A. H. Stewart	BUTTERFIELD & SWIRE	On 4th April, at 5 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	J. W. Evans	BUTTERFIELD & SWIRE	On 6th April.	
SHANGHAI	SHANGHAI	Brit. str.	W. C. Passmore	BUTTERFIELD & SWIRE	On 6th April, at M'night.	
SHANGHAI	SHANGHAI	Brit. str.	Local	JARDINE, MATHESON & CO., LTD.	To-morrow, at 2 P.M.	
SHANGHAI	SHANGHAI	Brit. str.	P. C. Smith	MELCHERS & CO.	On 3rd April.	
SHANGHAI	SHANGHAI	Brit. str.	P. Grosch	SHEWAN, TONES & CO.	On 1st April, at 4 P.M.	
SHANGHAI	SHANGHAI	Brit. str.	J. S. Bosch	DOUGLAS LAFRAIR & CO.	On 2nd April, at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	A. H. Stewart	DOUGLAS LAFRAIR & CO.	On 3rd April, at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	J. W. Evans	DOUGLAS LAFRAIR & CO.	On 5th April, at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	P. C. Passmore	DOUGLAS LAFRAIR & CO.	On 9th April, at 11 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	T. Jalink	TOYO KISEN KAISHA	To-morrow, at 2 P.M.	
SHANGHAI	SHANGHAI	Brit. str.	T. Jalink	JARDINE, MATHESON & CO., LTD.	On 1st April, at 10 A.M.	
SHANGHAI	SHANGHAI	Brit. str.	F. de Catalano	MELCHERS & CO.	On 1st April, at Noon.	
SHANGHAI	SHANGHAI	Brit. str.		MESSAGERS MARITIMES	On 10th April, at Noon.	

## INDO-CHINA S. NAV. CO., LTD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR  
TIENTSIN  
SHANGHAI, KOBE & MOJI  
SINGAPORE, PENANG & CALCUTTA  
SHANGHAI

MANILA

RETURN TOURS TO JAPAN, (OCCUPYING 24 DAYS).

The Steamers "KUTSANG," "NAHANG" and "FOOKCHOW" leave about every 3 weeks for Hongkong and returning via Kowloon Inland Sea and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Tsingtao, Weihai, Chefoo and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

## VIA VANCOUVER

## THE CANADIAN PACIFIC RAILWAY PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B., AND QUEBEC SUBJECT TO ALTERATION.

## FOR VANCOUVER

## FOR LIVERPOOL

## 1912

"EMPEROR OF INDIA" Sat, 20th Apr. "EMPEROR OF JAPAN" Sat, 11th May. "MONTEAGLE" Sat, 1st June. "EMPEROR OF INDIA" Sat, 22nd June.

From Quebec.

"EMPEROR OF INDIA" Sat, 20th Apr. "EMPEROR OF JAPAN" Sat, 11th May. "MONTEAGLE" Sat, 1st June. "EMPEROR OF INDIA" Sat, 22nd June.

From Quebec.

**PENINSULAR & ORIENTAL**  
STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL REMARKS

LONDON VIA USUAL PORTS	DEVANHA	NOON	See Special of Call
CAPT. W. E. Hickey		30th Mar.	Advertisement
LONDON and ANTWERP	NUBLA	ABOUT	Freight and Passage
VIA SINGAPORE, PE		3rd April	
NANG, COLOMBO, PORT	CAPT. F. J. FOX		
SAID and MARSEILLES			
SHANGHAI, MOJI, KOBE, PALAWAN		ABOUT	Freight and Passage
AND YOKOHAMA	CAPT. C. R. LONGDEN, R.N.	4th April	

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 27th March, 1912.

**CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION

FOR STEAMERS	TO SAIL	
TSINGTAU, CHEFOO & NEWCHWANG "KUOKIANG"	On 29th Mar., 4 P.M.	
SHANGHAI "ANHUI"	On 30th Mar., 4 P.M.	
WEIHAIWEI, CHIPOO and TIENTSIN "HUICHOW"	On 1st Apr., 4 P.M.	
MANILA, CEBU and ILOILO "KAIFONG"	On 2nd Apr., 4 P.M.	
SHANGHAI "CHINAN"	On 4th Apr., 4 P.M.	
SHANGHAI "LINAN"	On 6th Apr., 4 P.M.	

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried.

REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft.

Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHINAN," "HINHUA" and "LINAN," with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transhipment at Woosung.

REDUCED FARES:—SINGLE \$45. . . . . RETURN \$75.

For Freight or Passage apply to BUTTERFIELD & SWIRE, Hongkong, 26th March, 1912.

AGENTS.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW  
AND RETURN.

(Complying w/ 10 days)

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN" . . . . .	CAPT. J. S. ROACH . . . . .	TUESDAY, 2nd Apr., at 11 A.M.
"HAITANG" . . . . .	CAPT. J. W. EVANS . . . . .	FRIDAY, 5th Apr., at 11 A.M.
"HAICHING" . . . . .	CAPT. W. C. FARNMORE . . . . .	TUESDAY, 9th Apr., at 11 A.M.

FOR SWATOW AND RETURN.

(Complying 3 Days)

"HAIMUN" . . . . .	CAPT. A. H. STEWART . . . . .	WEDDAY, 3rd Apr., at 11 A.M.
		SUNDAY, 7th Apr., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & CO., GENERAL MANAGERS.

Hongkong, 26th March, 1912.

**HAMBURG-AMERIKA LINIE**  
IN CONJUNCTION WITH  
DEUTSCHE DAMPFSCHEIFFAHTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

FOR HAVRE & HAMBURG: S.S. BELGRAVIA . . . . .		11th April.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. SACREEM . . . . .		29th April.
FOR ROTTERDAM, HAMBURG & ANTWERP: S.S. O. J. D. AHLERS . . . . .		5th May.
FOR HAVRE, BREMEN & HAMBURG: S.S. C. FERD. LAEISZ . . . . .		10th May.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. SITHONIA . . . . .		27th May.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. SLAVONIA . . . . .		30th April.
FOR MARSEILLES, HAVRE & HAMBURG: S.S. BAYERN . . . . .		5th May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 27th March, 1912.

10

**AUSTRIAN LLOYD.**

(Under Mail Contract with the Austrian Government)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ and PORT SAID.

S.S. "KOERBER," 9,000 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA," 7,900 tons, will leave as above on 19th May, 1912.

TO SHANGHAI

S.S. "KOERBER," 9,000 tons, will leave as above on 4th April, 1912, at 6 A.M.

Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers. Cheap rates, Hongkong-Trieste, Venice £256 1st, £236 2nd Class. No surtax, no tips, no innuendo.

Cabin, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

MONTHLY ORDINARY SERVICE

S.S. "CHINA," 11,800 tons, will leave for YOKOHAMA and KOBE via SHANGHAI on 30th March, at Noon.

S.S. "AUSTRIA," 14,000 tons, will leave for TRIESTE, Fiume and VENICE, via SINGAPORE,

PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, on 2nd April.

These steamers are fitted with comfortable one class accommodation for saloon passengers, Cheap rates, Hongkong-Trieste, Venice £243, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER & CO., Agents,

Hongkong, 27th March, 1912.

Princes' Building.

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**TOYO KISEN KAISHA.**

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND  
TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

**SOUTH AMERICA LINE.**

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

SAN FRANCISCO LINE:—

STEAMER CAPTAIN DATE OF SAILING.

SHINYO MARU H. S. Smith TUESDAY, 9th April, NOON.

CHIYO MARU W. W. Greene TUESDAY, 7th May, at Noon.

NIPPON MARU A. G. Stevens TUESDAY, 22th May, at Noon.

TENYO MARU E. Bent TUESDAY, 4th June, at Noon.

SOUTH AMERICA LINE:—

STEAMER TONS DATE OF SAILING.

BUYO MARU 10,500 TUESDAY, 9th April, NOON.

HONGKONG MARU 11,000 FRIDAY, 7th June, at Noon.

KIYO MARU 17,500 TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES:—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,  
King's Building (Opposite Blake Pier).

247] **OSAKA SHOSEN KAISHA.**

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANSPORTATION

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports

## TEPLITZ WATER

A most delicious TABLE-WATER  
\$18 PER CASE OF 100 PINTS.

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 29th March, 1912.

[48-2]

SCHWABINGER BEER.

GENUINE MUNICH BEER.

JUST TRY IT  
AT THE

GRAND HOTEL'S BAR!

Sole Representative for Hongkong and China:

HUGO C. A. FROMM,

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 980.

Hongkong, 29th March, 1912.

[48-4]



Hoehl Extra Dry  
gout américain

Sole Representative for Hongkong and South China  
Hugo C.A. Fromm, Hongkong.

Hongkong, 29th March, 1912.

[48-22]

## POST OFFICE NOTICE

The Parcel Post system to the following places in China is for the present suspended: Hupel, Hunan and Tengyueh.

The Devanha, with the Siberian Mail, is due to arrive here to-day.

The Empress of India, with the Canadian Mail, left Shanghai on Wednesday,

27th inst., at 4 p.m., and may be expected here to-morrow.

Swatow	Friday, 29th, 9.00 A.M.
Macao	Friday, 29th, 10.00 A.M.
Hollow and Singapore	Friday, 29th, 11.15 P.M.
Singapore, Penang, and Rangoon	Friday, 29th, 5.00 P.M.
Shanghai, Moji, Nagasaki, Kobe, Yokohama, Yokohama, Victoria and Tacoma	9.30 A.M.
SIERIAN MAIL TO EUROPE	
Shanghai, Yokohama and Kobe	
EUROPE, &c., INDIA VIA TUTICORIN	
Late Letters 11.00 A.M. to NOON	
Extra Postage 10 cents	
(Supplementary mail on board up to the time fixed for departure of the mail)	
Extra Postage 10 cents)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail)	
The Parcel mail will be closed to-day, at 5 P.M.	
Batavia, Cheribon, Samarang and Sourabaya	
Manila, Cebu and Iloilo	
Macao	
Kobe and Yokohama	
Tsinling, Chefoo and Newchwang	
Tientsin, Kobe and Moji	
Shanghai	
SIERIAN MAIL TO EUROPE	
Swatow, Amoy and Tamsui	
Swatow, Amoy and Foochow	
Singapore, Penang, and Calcutta	
Macao	
Amoy, Weihaiwei and Tientsin	
Manila, Iloilo and Cebu	
Yokohama and Kobe	
Shanghai	
Swatow, Amoy and Foochow	
Singapore, Penang, and Calcutta	
SHANGHAI, NAGASAKI, KORE, YOKOAKI, YOKOHAMA, HONOLULU and SAN FRANCISCO (SIERIAN MAIL TO EUROPE)	

MANILA, CEBU, ILOILO, EUROPE, &c., INDIA  
VIA TUTICORIN.

(Late Letters 11.00 A.M. to 11.30 A.M.)

Extra Postage 10 cents)

(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao

Manila, Cebu and Iloilo

Swatow

Macao

Shanghai

Swatow, Amoy and Foochow

Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth, and Fremantle

Manila, Cebu and Iloilo

Shanghai

SIERIAN MAIL TO EUROPE

Swatow

Swatow, Amoy and Foochow

Manila, Cebu, Iloilo, Angaur, Yap, Friederich, Wilhelmshafen, Rabon, Herbertshohe, Matup, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle

COMMERCIAL  
CLOSING QUOTATIONS.

March 28th,

On LONDON	—
Telegraphic Transfer	1/14
Bank Bills on demand	1/14
Bank Bills, at 30 days' sight	1/14
Bank Bills, at 4 months' sight	1/14
Credits, at 4 months' sight	1/14
Documentary Bills, 4 months' sight	1/14
On PARIS	—
Bank Bills, on demand	243
Credits, at 4 months' sight	243
On GERMANY	—
On demand	197
Bank Bills, on demand	46
Credits, at 60 days' sight	47
On BOMBAY	—
Telegraphic Transfer	143
Bank, on demand	143
On CALCUTTA	—
Telegraphic Transfer	143
Bank, on demand	143
On SHANGHAI	—
Bank, at sight	72
Private, 30 days' sight	73
On KOMOKAMA	—
On demand	93
On MANILA	—
On demand—Pesos	94
On SINGAPORE	—
On demand	82
On BANGKOK	—
On demand	115
On SAIGON	—
On demand	80
On BANGKOK	—
On demand	80
Government, Bank's Buying Rate	10.35
GOLD LIAR, 100 fine, per tael	354.10
BAR SILVER, per oz	263

SUBSIDIARY COINS.	per cent.
Chinese ... 20 cents pieces	18.00 discount
Chinese ... 10 " " 18.30 "	
Hongkong ... 20 " " 17.80 "	
Hongkong ... 10 " " 17.90 "	

MAILS VIA SIBERIA.	Due
London	Shanghai
March 9th.	March 26th.
March 13th.	March 29th.

## SHARE LIST—QUOTATIONS, HONGKONG, MARCH 28TH, 1912

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
BANKS—				
Hongkong & Shanghai Bank Corporation	120,000	\$113	all	{ \$855, sales London \$283
China Borneo Company, Limited	60,000	\$12	all	{ \$95, buyers
China Light and Power Company, Limited	50,000	\$5	all	{ \$120, buyers
China Provincial, Loan & Mortgage Co., Ltd.	200,000	\$10	all	{ \$75, sal. & buy.
COTTON MILLS—				
Two Cotton Spg. & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5, sales
Dairy Farm Company, Limited	40,000	\$74	all	\$20, buyers
DOCKS AND WHARVES—				
H.K. & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$57, sales
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	all	\$43, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$64, x. div.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 56
Hongkong and Kowloon Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87
Green Island Cement Co., Limited	400,000	\$10	all	\$4,60, sales
Hongkong Electric Co., Limited	60,000	\$10	all	\$22
Hongkong Hotel Company, Limited	12,000	\$50	all	\$106, buyers
Hongkong Ice Co., Limited	2,000	Pa. 10	all	\$25
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	all	\$83
H.K. & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$3, buyers
INSURANCES—				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$200, sales
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,000	\$250	all	\$351, sales
North-China Insurance Co., Limited	10,000	\$15	all	\$150
Union Insurance Society, Limited	12,400	\$250	\$100	\$860
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$210, Ex 73
LANDS AND BUILDINGS—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	all	\$100, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$63, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$34, buyers
Shanghai Land Investment Co., Limited	75,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, buyers
Maatschappij tot Mijnen, Boschend	25,000	Gls. 10	all	Tls. 75, sellers
MINEING—				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	34
Tronch Mines, Limited	160,000	\$1	all	72,6, buyers
Heawood Tin and Rubber Estate, Ltd.	715,280	2	all	5/3
Bank Australian Gold Mining Co., Ltd.	200,000	\$1	all	44, sellers
Peak Tramways Co., Limited	25,000	\$10	all	12,2, buyers
Philippine Co., Limited	75,000	\$10	all	85, buyers
PHILIPPINES—				
China Sugar Refining Co., Limited	20,000	\$100	all	\$102, x. div., bu.
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$31, sellers
STEAMSHIP COMPANIES—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	all	\$113
Douglas Steamship Co., Limited	20,000	\$50	all	\$21
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$22, buyers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$69, bu.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$7
Star Ferry Company, Limited	10,000	\$10	all	96/9, x. rights
South China Morning Post, Limited	6,000	\$25	all	\$23, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$22, buyers
STORES AND DISPENSARIES—				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
W.M. Powell, Limited	15,000	\$7	all	\$5
Watkins, Limited	10,000	\$10	all	\$3
A. S. Watson & Co., Limited	90,000	\$10	all	\$54, sales
Weissmann, Limited	3,000	\$10	all	\$15, buyers
Gangs Price & Co., Ltd.	50,000	\$10	all	\$12, buyers
Societe des Palmes a. r. p. a. t. e r i e s du Tonkin	13,200			